

ABSTRACT OF THE DISCLOSURE

[0069] In preferred embodiments, to, e.g., eliminate condensation build-up in the intake manifold and power cylinders, a charge-air cooler (CAC) and/or EGR cooler “bypass” system is provided that can, e.g., control the intake manifold temperature (IMT) above the dew-point temperature of the boosted air. Preferably, a two-port, single valve-body type valve is provided that proportionally controls the amount of charge-air that is “bypassed” (e.g., not cooled), while simultaneously diverting the charge-air cooler return, preferably, inversely proportionally.